CLAIM AMENDMENTS

1-10. (Canceled)

11. (Currently amended) A driver authorization system for a vehicle, comprising:

an on-board identification device for communicating with a mobile release device to verify a usage authorization; and

a rotary ignition lock for an ignition key; and

a control unit for activating ignition lock functions when the ignition key is brought into a corresponding position in the rotary ignition lock; wherein,

the ignition lock functions are activatable by the control unit in response to a signal from a pushbutton unit;

the pushbutton unit ~~can be mounted~~ is mountable in, actuated while mounted, and removed from, the rotary ignition lock as an alternative to the ignition key; and

means are provided which allow the ignition lock functions to be activated without rotating the rotary ~~switch~~ ignition lock.

12. (Previously presented) The driver authorization system as claimed in Claim 11, wherein the rotary ignition lock comprises a rotary switch.

13. (Currently amended) The driver authorization system as claimed in Claim 11, wherein the ~~inserted~~ pushbutton unit, when operated, generates a signal which starts a communication authorizing usage.

14. (Currently amended) The driver authorization system as claimed in Claim 11, wherein:

when the pushbutton unit is operated, the ignition lock functions are activated by the control unit on the basis of additional vehicle information; and

the additional vehicle information comprises position of at least one of a brake pedal, a clutch pedal and a vehicle door.

15. (Currently amended) A pushbutton with an actuating element for activating ignition lock functions of a vehicle, including starting and switching off the vehicle engine, wherein:

the pushbutton is adapted to be mounted in, actuated while mounted, and removed from, a rotary ignition lock of a vehicle; and

when the pushbutton is operated, the actuating element interacts with a release switch in the ~~on-board~~ rotary ignition lock, to activate ignition lock functions without rotating the rotary ~~switch~~ ignition lock.

16. (Currently amended) The pushbutton as claimed in Claim 16, wherein the actuating element includes a release plunger which, when operated, ~~can be released~~ is releasable in parallel with an axis of symmetry of the pushbutton in order to operate the release switch in the ~~on-board~~ rotary ignition lock.

17. (Previously presented) The pushbutton as claimed in Claim 16, wherein an end position of the release plunger is limited by locking sliders arranged laterally to the axis of the release plunger.

18. (Previously presented) The pushbutton as claimed in Claim 11, further comprising a locating illumination unit which is contactlessly supplied with power.

19. (Previously presented) The pushbutton as claimed in Claim 18, wherein the pushbutton is supplied with power via an inductive voltage coupling to the rotary ignition lock.

20. (Currently amended) The pushbutton as claimed in Claim **[[12]]** 15, wherein the actuating element includes a wireless communication unit which sends a signal to the rotary ignition lock when the pushbutton is operated, thereby activating ignition lock functions.

21. (Currently amended) A driver authorization system, comprising:

an ignition lock having a ~~receptable~~ receptacle adapted to receive and to be actuated by an ignition key;

a control unit for activating ignition lock functions in response to actuation signals from said ignition lock;

a vehicle key having a mobile release device integrated therein;

an on board identification device for detecting presence and authorization of the mobile release device; and

a pushbutton unit, which is insertable into and removable from said receptacle, for communicating with said ignition lock when said pushbutton unit is in an inserted state, said pushbutton unit including means which are actuatable by a vehicle operator, when said pushbutton is in said inserted state; to cause said ignition lock to send actuation signals to said control unit, whereby said control unit activates a least one ignition function in response to said actuation signals, if said on board identification device concurrently detects presence and authorization of said mobile release device.

22. (Currently amended) For use with a driver authorization system that includes an ignition lock having a ~~receptable~~ receptacle adapted to receive and to be actuated by an ignition key; a control unit for activating ignition lock functions in response to actuation signals from said ignition lock; a vehicle key having a mobile release device integrated therein; an on board identification device for detecting presence and authorization of the mobile release device; and

a pushbutton unit for activating at least one said ignition lock functions, wherein:

said pushbutton unit is insertable into and removable from said receptacle, for communicating with said ignition lock when in an inserted state;

said pushbutton unit includes means which are actuatable by a vehicle operator when said pushbutton is in said inserted state, to cause said ignition lock to send actuation signals to said control unit, whereby said control unit activates at least one ignition function in response to said actuation signals if said on board identification concurrently detects presence and authorization of said mobile release device.